

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

Applicants	Stefan Sandberg, <i>et al.</i>
Serial No. 10/	Filing Date: September 12, 2003
Title of Application:	Compact Disc Support

Mail Stop Non-Fee Amendment  
 Commissioner for Patents  
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**Preliminary Amendment**

Please amend the claims and abstract as detailed below.

**In the Claims**

1. (currently amended) A connection between at least one brake disc (1) and a hub (2) or the like of a disc brake, which brake disc (1) is received slidable and non-rotatable on the hub (2), **characterized** in that the brake disc(s) (1) is furnished with plates (3) on an inner periphery, which plates (3) have a length in the axial direction of the hub (2) exceeding the thickness of the brake disc(s) (1).
  
2. (currently amended) A connection according to claim 1, **characterized** in that the length of the plates (3) is long enough to avoid the risk of self-locking.
  
3. (currently amended) The connection according to claim 1 ~~or 2~~, **characterized** in that the length of the plates (3) is at least 50% and preferably at least 100% larger than the thickness of each disc (1).
  
4. (currently amended) The connection according to ~~any of the previous claim~~ claim 1, **characterized** in that the plates (3) are received in tooth gaps (4) on the hub (2) having an optional distribution.

5. (currently amended) The connection according to claim 4, **characterized** in that the plates (3) of one brake disc (1) are received in every n:th tooth gap (4) of the hub (2), where n is the number of brake discs (1) of the disc brake.

6. (currently amended) The connection according to claim 4, **characterized** in that the plates (3) of one brake disc (1) is received in every second tooth gap (4) of the hub (2).

7. (currently amended) The connection according to claim 4, **characterized** in that the plates (3) of one brake disc (1) is received in every tooth gap (4) of the hub (2).

8. (currently amended) The connection according to ~~any of the previous claims~~ claim 7, **characterized** in that the circumferential length of the plates (3) of the brake discs (1) exceeds the circumferential length of the teeth (5) of the hub (2).

9. (currently amended) The connection according to ~~any of the previous claims~~ claim 8, **characterized** in that the plates (3) of adjacent discs (1) are not placed in the same tooth gaps (4) and that they overlap in the axial direction.

10. (currently amended) The connection according to ~~any of the previous claims~~ claim 9, **characterized** in that one disc (1) is connected to the hub (2).

11. (currently amended) The connection according to ~~any of the previous claims~~ claim 10, **characterized** in that two or more discs (1) are connected to the hub (2).

12. (currently amended) The connection according to ~~any of the previous claims~~ claim 11, **characterized** in that the inner periphery of each brake disc (1) is given a form to reduce the effect of thermal stress.

13. (currently amended) The connection according to ~~any of the previous claims~~ claim 12, **characterized** in that the plates (3) are arranged unsymmetrically on

the discs (4), i.e. the plates (3) extend with different lengths on the sides of the disc (4), and/or that the plates (3) have different lengths on the same side of the disc (4).

14. (currently amended) The connection according to claim 13, **characterized** in that the plates (3) only extend from one side of the brake disc (4).

15. (currently amended) The connection according to ~~any of the previous claims~~ claim 14, **characterized** in that the plates (3) are integrated parts of each disc (4), formed together with the disc (4).

16. (currently amended) The connection of ~~any of the claims 1 to 14~~ claim 1, **characterized** in that the plates (3) are attached to each disc (4) by means of welding, soldering, gluing or the like.